and enlargement of the social security network for the majority of workers;

(b) If so, the details thereof,

(c) whether the Government also propose to review the restrictions imposed on the investment of this money in order to accrue maximum benefits to the members of the employees Provident Fund without jeopardizing the security of the money held by the fund; and

(d) if so, the details regarding the policy of Government in this regard?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) to (d). The Employees Provident Fund monies collected but not immediately required for disbursement are being invested as per the investment pattern prescribed by the Ministry of Finance. The pattern of investment has been reviewed and from 1.10.1996 it has been decided to invest 40% amount in Banks / Public Financial Institutions and 20% in the special deposit scheme as against 30% amount deposited earlier in each category. The remaining 40% amount continues to be invested in the Government securities.

Link Train from Meta Road to Bikaner

1991. PROF. JITENDRA NATH DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have provided link train from Meta road to Bikaner to give connection to Howrah-Jodhpur Express Train;

(b) if so, the details thereof;

(c) whether it is also a fact that the people of Bikaner as well as people of Calcutta are demanding another superfast train from Howrah to Bikaner; and

(d) if so, the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Yes, Sir. 2307A/2308A Bikaner-Meta Road Link Express running in conjunction with 2307/2308 Jodhpur-Howrah Express has been introduced from 12-9-96.

(c) and (d). Some representations have been received in this regard. These were examined but introduction of the train has not been found feasible due to operational and resource constraints.

Parties holding Contracts at Allahabad Railway Station

1992. SHRI JAGDAMBI PRASAD YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) the details of parties which are holding catering and vending contracts etc. at Allahabad Railway Station;

(b) whether licence fees of these contractors are being fixed by the Railway Administration based on the number of vendors officially permitted;

(c) If so, the details thereof;

(d) whether the Government are aware that the contractors are employing a quite large number of vendors than those officially permitted causing loss to railway revenue; and

(e) if so, the action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) A statement is attached.

(b) and (c). The licence fee is fixed by the Railway Administration keeping in view all relevant factors including, *inter-alia*, the vendors permitted.

(d) and (e). Regular and surprise checks are conducted by Railway Administration and suitable remedial measures are taken.

STATEMENT

S.No.	Name of the Licencee	Nature of Contract
1.	M/s Sanjay Sandip Sonkar	Fresh Fruit
2.	M/s Amna Ali	Fresh Fruit
3.	Shri Munne Khan	Fresh Fruit
4.	Shri Mehboob Khalil	Fresh Fruit
5.	Shri J.H. Abidi	Fresh Fruit Juice
6.	M/s H.P.M.C.	Apple Juice
7.	Shri Mehboob Usmani	Fruit & Fruit Juice
8.	Smt. Siraj Nazir	Fresh Fruit Juice and Salad
9.	Shri Anant Ram Chaurasia	Tea/Biscuit
10.	Shri Iqbal Ahmed	Tea/Coffee/Biscuit
11.	Shri Kamla Devi	Tea/Biscuit/Bread
12.	Smt. Nirmala Devi	Cigarette/Bidi/Pan/ Matches
13.	Shri Suresh Kumar Rakesh	Misc. Articles

Goods Trains

1993. SHRI RUP CHAND MURMU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that to cope with the capacity problem, Government had made a strategic plan, at the suggestion of a NRI, to operate 9000 tonnes-12000 tonnes per goods train, instead of 3600 tonnes-4500 tonnes per train;

(b) if so, whether the NRI had demonstrated the system successfully in 1989 in Kirliburu-Bokaro line with 9000 tonnes iron ore in a train and trained drivers of SER to operate such longer/heavier trains; and

(c) if so, the details thereof, including the economic benefits of heavy haul and the present status of that project?